THE DISABILITY LAW.

The Most Beneficial and Satisfactory Pension

Act Ever Placed on the Statute Book.

After sixteen months' working under the

act of June 27, 1890, in results the country

has an object lesson that should be gratify-

ing to the promoters of that most benefi-

cent legislation. It is safe to say that no

law on the subject of pensions has been so

equitable in results and satisfactory to the

great mass of soldiers and their true friends

as this law at one time denounced as the

"pauper bill." The law, plainly stated,

grants a pension to any one who was hon-

orably discharged from the Union army

after ninety days' service-if now found

disabled on medical examination, and en-

titled to a rating of not less than \$6 per

month. And on the basis of this service

the widows, minor children and depend-

ent parents of deceased soldiers are en-

titled to the pension to which the soldier

would be entitled if living. The advan-

tage of this law is that disabilities from

which soldiers suffer or have died are not

required to be con nected with the military

service. It is only required that disability and death shall not have been the result of

Under this law thousands of men who

served faithfully all through the war and

returned home in apparent good health,

but who, at forty years of age found them-

seives old and broken down men, from

causes they could not explain, but merely

surmise, have been placed on the pension

rolls at an average rating of \$9 per month.

These men were neverable to prove a claim

merly cost to pension one person. Since the law has fairly begun its work

we hear little more of special acts of Congress in pension cases and service pension

associations, and Grand Army committees

designated to recommend legislation to

Congress have found little to recommend

that is not provided for in this act. And under it one disabled soldier is as good as

another. It recognizes no rank, a feature

of all former laws that never has been sat-

isfactorily explained to the men who car-

ried muskets. They all believed a private

soldier's liver was as dear to him as a

captain's, and that both used their lungs

for the same purposes. Looking over this law, so simple in its requirements and pro-

visions, and contrasting the results of its

enforcement with all preceding peusion

legislation it is certainly true that more

desirable results have been achieved and

objections obviated in this law, than in all

previous pension legislation combined.

And, in seeing this law and its splendid

results, it is well to remember that an In-

diana soldier President bad much to do

with bringing it into existence. In his in-

augural be said: "Our pension laws should give more adequate and discriminating re-

lief to the Union soldiers and sailors, and

to their widows and orphans." And in his

first message to Congress he went right to the point on the question in this language:

"The law now provides a pension for every

soldier and sailor who was mustered

into the United States army dur-

suffering from wounds or disease having

an origin in the service and line of duty.

Two of the three necessary facts, viz., mus-

ter and disability, are usually susceptible

of easy proof, but the third, origin in the service, is often difficult and in many de-

serving cases impossible to establish. That

very many of those who endured the hard-

ships of our most bloody campaigns are

now disabled from diseases that had a

real, but not tracable origin in the service,

I do not doubt. Besides these there is another class, composed of men many of

whom served an enlistment of full three

years, and of re-enlisted veterans who

added a fourth year of service, who escaped the casualities of battle and the as-

saults of disease, who were always ready

for any detail and were in any battle of their command, and were mustered out in

sound health, and since the close of

the war, while fighting with the same indomitable courge and spirit the contests of civil life,

been overcome by disease or casualty.

sion to such honorably discharged soldiers

or sailors of the civil war as, having ren-

dered substantial service during the war,

are now dependent on their own labor for

maintenance, and by diseaseor casualty are

incapable of earning it. Many of the men who would be included in this form of re-

lief are now dependent on public aid, and

it does not, in my judgment, consist with

national honor that they should continue

to subsist on the local relief given indis-

criminately to paupers, instead of upon the

special and generous provisions of the Na-

tion they served so gallantly and unsel-

The recommendations of this message, it

will be seen, are substantially embodied in

the act of June 27, 1800. And in using his

high office to promote this legislation, the

citizen soldiery of the country are certainly

placed under obligations to the present ex-

ecutive, that could not be claimed by any

A Southern Tribute to Grant,

Judge Gresham's oration is entitled to

this notice, if for no other reason, because

it has no unkind words for the confederate

soldier, whether a private or a general.

There was a time when General Grant was almost hated in the South. But that day

has passed. The Southern people, though

not ready for the final verdict, are ready to

recognize in him a military senius who knew and busied himself about other mat-

WHEN YOU GAN BU

PUREST AND BEST,

AT LESS THAN

THE PRICE OF OTHER BRANDS.

POUNDS 20 + HALVES 10 + QUARTERS 5+

SOLD IN CANS ONLY.

- HALF-

of his predecessors.

Richmond Dispatch.

INDIANAPOLIS, Oct. 15.

ters than civil affairs.

the civil war, and is now

victous life and habits.

To the Editor of the Indianapolis Journal:

AFFAIRS OF THE RAILWAYS

President Roberts and Other Officials Inspecting the Pennsylvania Lines.

Vice-President McCrea Talks About Indianapolis Viaducts-Our Shippers Placed on a Par with Those of Chicago.

The inspection party of the Pennsylvania lines, with President Roberts at its head, and numbering some twenty-five people, reached Indianapolis at 3 P. M. yesterday. Fifteen minutes were spent in going through the shops, and the train then came on to the Union Station. The party is made up chiefly of directors of the Pennsylvania lines and large holders of the securities, the English investors being represented by two of their number. The party arrived at the Union Station at 3:15 P. M., spent ten minutes in looking over the building, and then left for Terre Haute. At Indianapolis John F. Miller, general superintendent of the Southwestern system, his division superintendents. E. B. Walls, superintendent of motive power, left the party, and President McKeen. General Manager Williams and General Freight Agent Hibbard joined it, General Manager Wood, General Passenger Agent Ford and Chief Engineer Becker, of the Pennsylvania lines, remained, going on to St. Louis. President Roberts stated that their trip had been an unusually pleasant one over the lines both east and west of Pittsburg, and all were pleased with the excellent physical condition of the several divisions over which they had passed. Vice-president McCrea, next in authority to President Roberts on the lines west of Pittsburg, said that the lines were now being operated with very satisfactory results, operating expenses were down to about as low a point as they well could be and maintain the efficiency of the train service and the present excellent condi-tion of the road-bed and its equipments. He said that the business of the road is being carried at better rates, and there has peen a handsome increase in the volume of passenger business over their entire He expressed himself as pleased with the progress making on and other interests recently acquired by the Virginia-avenue viaduct, but still insists that it was a mistake to put it there instead of on Meridian street. To the remark that the city will want a second one there, he said, "Well, they will have to put up the money to build it, then." Chief Engineer Becker said that on the line west of Pittsburg the improvements to the property have been carried steadily on this year, and the sum of money expended in that direction in 1891 would not fall far short of that of former years. It did not pay, he said, to let railway properties deteriorate in order to show large net earnings. This had never been the policy of the Pennsylvania people. The run from Indianapolis to Terre Haute was made in less than two

The annual meeting of the stockholders of the Pullman Palace-car Company was held yesterday at Chicago. Over \$18,000,-000 capital stock was represented. The financial statement for the fiscal year ending July 31 showed that the revenue from the earnings of cars, from patents, manufacturing, rentals, dividends, interest, etc., amounted to \$9,772,324. The disbursements for the same period were \$6,783,101, leaving a surplus for the year of \$2,992,223. The total assets of the company are \$45,654,676, and the total liabilities \$26,261,370. The directors reported that the output of the manufacturing department during the year amounted to \$11,906,977, being an increase over the preceding year of \$2,890,544. To meet the steady growth of business, and especially the demand incident to the world's fair in 1893, the directors asked anthority to issue 50,000 shares additional stock. The request was granted, the capital stock being increased 20 per cent. The additional stock is to be of-fered to stockholders at par, such holders to have the option until Nov. 17 to subscribe to an extent not exceeding onefifth of their holdings of record on Nov. 2.

was treating them as its direct Western

The Wealthy Puliman Car Company.

and go to Chicago to-night.

The following directors were re-elected: Geo. W. Pullman, Marshall Field, J. W. Doane, Norman Williams and O. S. A. Sprague, of Chicago; Henry S. Hulbert, of New York, and Henry R. Reed, of Boston. At a subsequent meeting of the board the old officers were re-elected. The usual quarterly dividend of 2 per cent. per share was declared payable on and after Nov. 16 to stockholders of recond at the close of business Nov. 2.

In a supplemental communication to the stockholders', President Pullman reported that 191 sleeping, parlor and dining cars had been built during the year, costing an average of \$10,124 per car. The number of cars owned or controlled by the company is 2,259. The number of passengers carried during the year was 5,310,813, against 5,023,-057 for the preceding year, an increase of about 6 per cent. The total number of persons in the employ of the company, in its manufacturing and operating departments, was 15,885 and the wages paid during the year amounted to \$7,303,108.

Matters Coming to a Head with the O. & M. The Ohio & Mississippi railroad stockholders met in a meeting adjourned from last week, at the general offices at Cincinnati yesterday. The principal business to be transacted was the election of three directors in place of three whose terms expire, but much interest was manifested owing to the negotiations, which are said to have been completed subject to ratification, for making the Ohio & Mississippi a part of the Baltimore & Ohio system. While the nature of the transaction could not be presented to this meeting for action it was referred to in a general way, and was made the reason for a motion to adjourn the meeting to Nov. 19, to give stock-holders time for consideration. The motion prevailed, but not without opposition. There were present Messrs. Sloan and Lord, of Baltimore, and Mr. Tracy, of Springfield, Ill., representing the B. & O. railroad interests, and they opposed adjournment. The O. & M. contingent, apparently opposed to the deal, were represented by W. M. Ramsey, who said they were not informed of the nature of the proposed negotiations or arrangements, and they wanted time to become informed, so that they could vote intelligently on the subject in their choice of directors. A viva voce vote was taken, and adjournment carried. Objection was made to this vote because it was viva voce, and the B. & O. interest have called another meeting for to-day, claiming that this adjournment is illegal.

Who Owns the Monon,

Within the last few weeks large blocks of stock of the Louisville, New Albany & Chicago road have been changing hands, and mention was made recently that the holders of stock in Boston had entirely unloaded. Now the report comes with some degree of authority that a syndicate has been formed, with John B. Carson at its head, which has secured a controlling interest in the road, and that they will in a few days show their hand. When the Breyfogle management took control the Carson syndicate was with little ceremony thrown overboard, and indications now are that he is about to turn the scales in favor of the Carson people.

Placed on a Par with Chicago Shippers. For years past the general freight agents of the Western lines out of Indianapolis have insisted that the freight-basing rate to Mississippi-river points should be the same from Indianapols as from Chicago. This has been fought by the Chicago roads, the Chicago shippers and manufacturers, and, until now, by the Central Traffic Association. The latter, after much persuasion, has conceded the point, and has authorized that hereafter the Western instead of the official classification should be used by In-

of the Indianapolis shipper, and on the lower classes the reduction is fully 33 per cent. The first-class rate to Kansas City, for instance, now 95 cents per 100 pounds, will be, under the new tariff, 85 cents, but the reduction is more marked in the lower class of freights. On shipments to St. Louis there is a sharp reduction; the rate now is, on fourth-class, 12 cents per 100 pounds, Indianapolis to St. Louis; under the new tariff it will be but 8 cents. The Central Traffic Association will fix the date for the newly-authorized rates to go into effect in a day or two.

Personal, Local and General Notes. F. S. Bradway has been appointed freight and ticket agent of the Vandalia at Bridge-

O. D. Richards, chief engineer of the Michigan division of the Lake Shore, has resigned, to take effect Nov. 1. The Middletown & Cincinnati road, from Middletown to Kings Station, is nearing completion, and will be opened for traffic

Thomas P. Barry, assistant general pas-senger agent of the Iowa Central, has been promoted to the office of general passenger agent, to take effect at once.

F. W. Fouke has been appointed general freight agent of the Philadelphia & Reading road, in charge of all through traffic of the road west of Pittsburg and Buffaio. W. A. Bly to-day succeeds J. B. Munson as general freight and passenger agent of the Knoxville & Cumberland Gap road. His headquarters will be at Knoxville,

Two class "I" locomotives have been built at the shops of the Pennsylvania Company, Columbus, O., which are to be placed in service on the Chicago division of the Panhandle lines.

W. R. Wieand 48, Jesse Yeakel 78, M. Pfitzinger 65, R. Yeakel 72, J. Young 75, V. Brown 31, J. Stull 64, A. Vandersall 41, J. Umbach 80, T. Hauch 21, M. W. Stefly 53, D. St. Oaks 41, G. A. Hettler 49, W. A. Leopold St. Oaks 41, G. A. Hettler 49, W. A. Leopold the Panhandle lines.

Several American coaches of the most improved pattern are being built in this country for the Southeastern railway of England, where there is a growing sentiment in favor of the American type of car.

Contracts are being let for building the extension of the Ohio Valley road from Princeton to Hopkinsville, Ky. This road promises at no distant day to be a valuable one to the business interests of Evansville. The annual meetings of the stockholders of the several Mackey lines have been held this week. In each case the old board of directors was re-elected, they, in turn,

electing the same officers as have been at the head of affairs. It is understood that Col. James Montgomery, late superintendent of the Ohio Valley road, is to be appointed superintendent of the Kentucky & Indiana brid

the Mackey syndicate. The report that R. C. Harris, division superintendent of the Lake Shore, is to resign is confirmed. It will not take effect until Nov. 15, at which time A. H. Smith, superintendent of the Kalamazoo branch will take the position vacated by Mr.

The Brotherhood of Telegraphers' lodge at Logansport, which was reported as having surrendered its charter, was reorganized into an O. R. T. lodge, Oct. 11, according to the amalgamation agreement entered into by the B. of T. and the O. R. T. at St. Louis Sept. 15. J. H. Schwerzgen, ex-vice grand secretary of the B. of T., and Chas. S. Andress, grand organizer, were

hours, and the party expressed itself as being pleased with the condition of the track and with the manner the Vandalia present at the meeting. The October number of the Firemen's Magazine is out, and is unusually readable. It speaks of the effort being made to erect a monument to the memory of W. D. Rob-inson, the founder of the Brotherhood of connection. The party will go to St. Louis this morning, spend the afternoon there, Locomotive Firemen, who died at Washing-ton, Ind., a few months ago. The magazine each member to build the monument. A fund of \$102.60 has already been raised.

The new trains which the Illinois Central, in connection with the Vandalia, will put on next Sunday night between St. Louis and Chicago, will leave each terminal at 9 P. M. and arrive at 7:30 A. M. The running time is fifteen minutes quicker than that of any other line between the two points. The trains, which are to be known as the "Diamond Specials," are among the fivest ever turned out at the Puliman works.

The mechanical engineer of the Chicago, Milwaukee & St. Paul road has perfected a plan for ventilating cars which will keep them cool in summer and free from dust. It is to be done by fans operated by electric power. It is proposed to equip the dining-cars, the parlor cars and sleeping-coaches with this ventilator, which, it is claimed, will make the latter cool and comfortable on the bottest night and force all foul air from the car.

The meeting of the special east-bound committee at Chicago, yesterday, which it was hoped would be able to settle the much vexed question of percentage division with the Indiana, Illinois & Iowa road, was entirely barren of results. After remaining in session several hours the committee adjourned to meet in New York Wednesday, Oct. 28, in order to take joint action with the trunk lines in reference to divisions with Western roads via all gate-

In a decision promulgated yesterday by Chairman Finley, he concludes that the practice of the Kansas City, St. Joe & Council Blufts road in transferring passengers and baggage free of charge at Leavenworth is a violation of the Western Passenger agreement and orders it discontinued. If the order is obeyed by the road in question its business at Leavenworth will be practically ruined, as its station is on the east side of the river and it can only compete with other lines at that point by absorbing the transfer charges.

e Chicago & Erie road playing hands of Chicago scalpers, and has notified it that certain tickets of its issue will not be honored on roads in the Western Passenger Association. The tickets discovered by Mr. Finley are unlimited, the space in which the limit should be inserted being blank and they have the appearance of naving been issued for scalping pur-poses. Similar tickets have been issued by other Eastern and Southern roads, and they have also been warned by Chairman

The railroad committee of Illinois has completed its assessment of roads in that State. The total value, as assessed by the committee, is \$74,626,548, an increase over last year's assessment of \$1,973,157. The Wabash is assessed \$7,008 per mile; total, \$5,836,430. Terminal railroad of East St. Louis, \$262,315. Toledo, St. Louis & Kansas City, \$4,375 per mile; total, \$785,209. St. Louis, Alton & Terre Haute, \$9,539 per mile; total, \$827,823. Ohio & Mississippi, \$6,423 per mile; total, \$2,411,949. St. Louis, Alton & Springfield, \$2,411; \$202,816. Louisville, Evansville & St. Louis, \$5,377; \$770,613. Chicago & Alton, \$10,176; \$5,862,722. Chicago, Burlington & Northern, \$7,752; \$734,535. Chicago, Burlington & Quincy, \$10,407; \$8,-810,780. Cleveland, Cincinnati, Chicago & St. Louis, \$2,480,180. Fact St. Louis, \$2,480,180. St. Louis, \$7,483; \$4,808,180. East St. Louis & Carondelet, \$10,933; \$101,150. East St. Louis, connecting, \$85,186; \$295,488. Electric City & Illinois, \$13,128; \$93,656.

Vice-President Morton's Characteristics. New York Press.

Vice-president Levi P. Morton comes down from his palatial country place at Rhinebeck to his banking office in Nassau | appointments made, and that all appointstreet about once a week. There is nothing | ments made by so-called conferences orto take him there oftener. Morton, Bliss & Co. goes on whether the senior partner is in the office or not with the regularity of clock-work, the key to its daily winding, being that astute financier, Mr. Bliss. The senior of the firm is so quiet and unostentatious in his coming and going that in the throng about Wall street, two blocks away, he is literally lost to observation. This seeming obscurity is pleasant to the Vice-president. He is distinctly and instinctively a family man, whose heart is bound up in his queenly wife and their five handsome daughters. His dread of publicity, parade and notoriety is one of his chief characteristics, but there is no affectation or "uppishness" about him. He was seen one day where a boot-black was picking up the remains of his kit, which had been knocked from his hand by a burly rough, and smashed under a passing wagon. The lad was making no sound, but great tears were stealing down his cheeks, but gave way to smiles as he had a silver dollar slipped into his hand by the second official of the Nation. It is by such episodes that the Vice-president is best known in New York. When the news of the collapse of his Shoreham Hotel at Washington was announced to him, his first question indicated his utter indifference to financial loss as follows: "Was anybody killed or burt?"

To Dispet Colds.

Headaches and fevers, to cleanse the system effectually yet gently when costive or bilious, or when the blood is impure or disnapolis lines to all Mississippi-river points, and that the rates be the same. This is a reduction on the higher class of to a healthy activity without irritating or resign to 10 cents per 100 pounds in favor weakening them, use Syrup of Figs.

Vicinity of Chicago, and theological seminaries in the West. J. G. Moon, of Reading, Pa.; Dr. C. Boyer, of Pottsville, Pa., and S. S. Chubb, of Harrisburg, Pa.,

AN ECCLESIASTICAL COURT

Evangelical Association Selects Men for Its Conterence of Appeals.

Bishops Esher and Bowman Again Sustained -Want the World's Fair Closed Sunday -Missionary Work.

The most important action of the Evangelical General Conference yesterday was the formation of the new court of appeals, to which all disputes must be referred for adjudication. Shortly after the opening of the morning session Bishop W. Horn offered the following:

Resolved, That the four bishops be a commit-tee to nominate thirty candidates, from which fifteen shall be selected as an appellate court. Not more than four candidates, however, shall be taken from any one conference; and that the election of the members of said board take place immediately after the election of the Germany officers.

This was adopted, and during the noon recess the bishops met and made up their list, given in the ballot below. In the afternoon the list was presented to conference and the ballot resulted thus:

49, A. Holzwarth 23, E. Weiss 21, G. Vetter 42, J. Lerch 60, H. E. Linse 60, J. G. Simon 19, F. Zimmerman 56, M. Wittenwyler 33, M. Gruener 46, C. C. Pfund 45, C. Oerth 25, F. Backenmeier 23, J. F. Screiber 19, J. Wuerth 34. J. Kaufiman 47 and J. Yaggy 34. Revs. Jesse Yeakel, of the Atlantic; W. A. Leopold and W. R. Wieand, of the East Pennsylvania; J. Young, of the Central Pennsylvania; M. Pfitzinger, of New York;

J. Umbach, of the Canada; J. Stull, of the Ohio; R. Yeakel, of the Erie; M. W. Steffy, of the Indiana; G. A. Hettler, of the Michigan; H. E. Linse, of the Minnesota; J. Lerch, of the Illinois; F. Zimmerman, of the Wisconsin, and J. Kauffmann, of the South Indiana conferences, having received a majority of all the votes cast, were declared elected. This leaves one member and the alternates yet to be elected. The thirteenth days' sessions were again resided over by Bishop J. J. Esher. He stated that he had earnestly requested one

of the newly elected bishops to take the chair and preside over conference, but that they had with equal earnestness begged to be excused. Rev. E. Shultz of the lowa Conference laid a proposition before conference asking that an opportunity be given the laity of the church between now and next General Conference to vote on the question of lay representation. It was referred to the committee on revision. MISSIONARY TOPICS.

General Conference made it the duty of every preacher in charge of a field of labor to lift a collection in every society for the benefit of the parent missionary treasury, and that the corresponding secretary and the treasurer shall adopt suitable plans to make this collection as large as possible. The committee on missions also recommended that ministers in mission fields who do not devote all their time and energies to the missionary work should not be supported solicits a contribution of 25 cents from out of the missionary funds in the same way as those who give all their time energies to the work. But this item was referred back to the committee with instructions to so change it as to request annual conferences to be a little more cautious as to how they appropriate missionary meneys.

> General Conference adopted a strong resolution offered by Bishop W. Horn, regarding the action of the Sunday-schools that have, against the directions of General Conference, appropriated their children's day collections to the missionary society of annual conferences. These children's day collections have been a great success in the church. They brought over \$80,000 into the missionary coffers during the past quadrennium.

> The committee on missions recommended that from January next the Missionary Messenger should be published as a monthly supplement to the Evangelical Messenger, and that a similar paper be published in the German language as a monthly supplement to the Christliche Botschafter, and that the corresponding secretary and the treasurer of the Missionary Society should be the editors of these supplements. This matter was referred to the board of publication. General Conference made some important changes in boundaries. That portion of the Pittsburg Conference lying n the State of Ohio, and that portion lying in the State of Pennsylvania north of Alleghany river, was detached from that conference and attached to the Ohio Conference, and belongs to Cleveland district. The Stringtown Society in Benton county, lowa, was placed under the charge and control of the lowa Conference.

The missionary work of Japan was yesterday organized into a conference, making it the twenty-sixth of the evangelical family of conferences. In 1875, when General Conference met in Philadelphia, Pa., it decided to take up Japan as a missionary field. After the vote had been taken to that effect the entire conference gave vent pete with other lines at that point by ab-sorbing the transfer charges.

to its feelings by singing the grand old doxology, "Praise God from Whom All ready involves a very large annual expendi-ture; neither am I deterred by this fact from years of successful missionary work in that field, the work is formed into an annual conference, and again, without any thought of what took place sixteen years ago, the conference burst forth in the same anthem of praise. This work is to be pushed torward with increasing energy and diligence. A monthly paper is to be published in Japan in the interest of the mission. It is also expected that the board of missions will, in the near future, appoint one or more missionaries for Japan, additional to those already there. The Evangelical Association has, from her very beginning.

been a missionary church. At the afternoon session Rev. J. Walz was re-elected publishing agent of the branch publishing-house at Stuttgardt, Germany, and Rev. Fuesely was re-elected editor of the Evangelische Botschafter and Sunday-school Literature published at the same place. The editor was instructed to give the Evangelische Botschafter more of a denominational tone. The book committee at Stuttgardt and the seminary com mittee at Reutlingen consists of seven members-four of the Germany and three of the Switzerland Conference. To this committee has been added the visiting bishop, as member ex officio.

BISHOPS SUSTAINED. A resolution was laid before conference and referred to the committee on the state of the church, which ratified and confirmed all the official acts of Bishops J. J. Esher and Thomas Bowman, especially declaring that the appointment of ministers made in the years 1890 and 1891 were the only legal ganized in opposition to the conference presided over by the Bishops, with every-thing they did or pretended to do, was utterly illegal, null and void.

A recommendation was offered by Bishop Bowman to the effect that the constitution of the Missionary Society be so changed as to give it four instead of three vice-presidents. This will make room for the four bishops to be vice-presidents of the board The following was sent to the commis-

sioners of the World's Columbian Exposi-

Greeting-At the twentieth quadrennial session of the General Conference of the Evangelical Association, now in session in the city of Indianapotis, Ind., representing upwards of 150,000 members, the following resolutions were unanimously adopted and by order of the conference are forwarded to you. In regard to the World's Columbian Exposition, which is to be held in the city of Chicago, Ill., in 1893, be it Resolved, That we do herewith declare our uncompromising opposition to the opening of the gates of the same on the Lerd's day, and do herewith by word and deed protest against any and all movements which are made in the interests of the same. J. J. ESHER, President. G. HEINMILLER, Secretary.

Board of Missions Censured. PHILADELPHIA, Oct. 15 .- At to-day's ses sion of the General Conference of the Evangelical Association the committee on higher institutions of learning recommended the establishment of an institution of learning in the Pa., and S. S. Chubb, of Harrisburg, Pa.,

were elected trustees of the Charitable Society. The board of missions was censured for not having presented its report. The following action was taken with ref-

SEWING MACHINES. erence to the board of missions: "The board of missions, having failed to submit a rec-SEWING MACHINES ord of its proceedings to this conference, which renders it impossible for us to deter-mine the character of its actions during the See the "STANDARD" before buying. 172 East Washington. Repairs for all machines. last quadrennium, we therefore declare the

failure of the board to submit its proceed-SEALS AND STENCILS. ings to conference to be a violation of the constitution of the Missionary Society." GEO. J. MAYER, The following were elected members of the board of publication: John Hendel, Rev. W. E. Detwiler and Rev. T. Beach, of Pennsylvania; D. Z. Herr, of Cleveland: T. SEALS, STENCILS, STAMPS, ETC. 15 South Meridian street, Indianapolis, Ind. Sent L. Haines, of Chicago; Rev. D. H. Kooker, of Des Moines, Ia., and Rev. E. L. Kipling, of Holdredge, Neb.

CUTLERY. CHARLES KEMPF
CUTLER AND STEAM GRINDER,
Mfr. of Silver Steel Razors and Barber Shears; also
edge tools of all kinds. Concaving razors and sharpening clippers a specialty. 208 South Meridian st.

CREAMERY INDIANAPOLIS CREAMERY, 52 MASSACHUSETTS AVE. Dealers in Ice-Cream, Milk and Sweet Cream, de-livered to any part of the city. Baltimore Oysters.

FISH AND GAME. FOR FISH, OYSTERS or GAME CIVE US A CALL. CLARK, 77 North Illinois street.

DYE-HOUSES. BRILL'S STEAM DYE - WORKS 36 & 38 Mass. Ave. and 95 North Illinois street.
Cleaning, Dyeing and Repairing. Only the best

MODEL DYE-HOUSE. 305 East Washington St. Clothes Cleaned, Dyed and Repaired. All work warranted. BUNIFAZIUS WALCH, Prop., Indianapolis, Ind. SMITH'S DYE WORKS 57 NORTH PENNSYLVANIA ST. Gents' clothing cleaned, dyed and repaired. Ladies' dresses cleaned and dyed.

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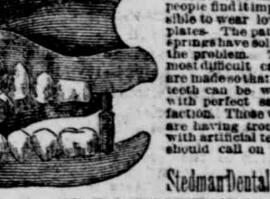
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